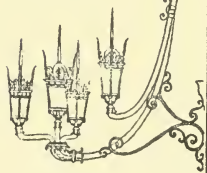


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# NEIGHBORHOOD PLANNING & ZONING

THE INTERIM PLANNING OVERLAY DISTRICT

## JAMAICA



## PLAIN

### A PLAN TO MANAGE GROWTH

CITY OF BOSTON □ RAYMOND L. FLYNN, MAYOR  
BOSTON REDEVELOPMENT AUTHORITY □ STEPHEN COYLE, DIRECTOR

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AND ZONING COMMITTEE CHAIRMEN

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JAMAICA PLAIN  
INTERIM PLANNING OVERLAY DISTRICT

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## LETTER FROM THE MAYOR





CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR  
RAYMOND L. FLYNN

Robert L. Farrell, Chairman  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

Dear Mr. Farrell:

The zoning amendment contained in this document is the latest example of the grass roots planning and zoning process taking place in neighborhoods throughout the City of Boston. Planning and zoning proposals contained within this amendment represent a unique and exciting collaborative effort involving city government and residents of Boston's neighborhoods.

Jamaica Plain's interim zoning plan, like earlier plans adopted for Allston-Brighton, Roxbury, and East Boston, proposes guidelines which preserve the character of Jamaica Plain and encourage job creation and the development of affordable housing for neighborhood residents. These planning and zoning proposals emerged from open community meetings held over the past year and hosted by a 21-member Zoning Advisory Committee made up of a cross-section of Jamaica Plain residents. This grass roots/bottom-up approach produced the visionary plan I submit today for your approval, the Jamaica Plain Interim Planning Overlay District.

From this year-long dialogue emerged a number of planning and zoning proposals, including:

- o An Institutional Master Planning requirement;
- o The establishment of height standards to ensure that new development is consistent with Jamaica Plain's scale and character;
- o Increased parking requirements for new residential development and a Transportation Master Plan to be completed within the two-year planning period;
- o An Open Space Plan which identifies new open space and protects existing open space;
- o The development of design guidelines which reinforce Jamaica Plain's positive scale, character, and architectural elements;
- o Planning studies for neighborhood business areas and major boulevards.





LETTER FROM NEIGHBORHOOD COUNCIL  
AND ZONING COMMITTEE CHAIRMEN



Mr. Robert L. Farrell  
Chairman  
Boston Redevelopment Authority  
One City Hall Square  
Boston, MA 02201

Dear Mr. Farrell:

In November of 1987 a twenty-one member Jamaica Plain Zoning Advisory Committee began working with the Mayor's Office of Neighborhood Services and the Boston Redevelopment Authority on a major planning and rezoning effort for our neighborhood.

In weekly meetings of the twenty-one member volunteer committee, in sub-committee meetings, in the thirteen public meetings held in every section of Jamaica Plain, the zoning committee members became aware of the problems encountered by each section of the community as a result of the current zoning, as well as the possibilities for improvement. A questionnaire developed by the committee and mailed by the Boston Redevelopment Authority to the individual households within Jamaica Plain gave yet another insight into the community's views of zoning regulation. The emphasis in all of this has been, as the Mayor's community-based IPOD program intended, the community's view of the present code and the desired long-term effects of any new regulations that become part of the Zoning Code.

Jamaica Plain's issues were discussed in the context of drafting the Jamaica Plain IPOD zoning amendment. The IPOD will allow the residents of the neighborhood to play a key role in developing future land use policies in Jamaica Plain while guiding growth in a manner that is sensitive to the community.

The IPOD amendment recommends land use policies that are intended to protect the residential character of Jamaica Plain, prevent future encroachment of incompatible uses into neighborhoods, and encourage a more in-depth study of the community's transportation, open space, urban design and business needs. Future growth should provide affordable housing, adequate parking, and open space, and enhance the quality of life for the residents of Jamaica Plain.

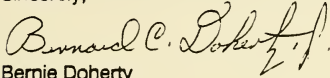
It is the consensus of the Jamaica Plain Zoning Committee and Neighborhood Council that the first phase of the IPOD process, the development of this zoning amendment, has been completed through an open, community-based effort which represents many of the concerns of Jamaica Plain residents. It is this dedication to community involvement that will help us, together with community residents, shape the final zoning plan for Jamaica Plain.



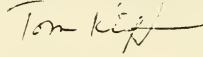


We would like to pay special thanks to our colleagues on the Zoning Committee for their dedication during the IPOD development process; David Adams, Bill Allan, Rebecca Calahan, Stella Clancy, Steve Fahrer, Charlie Fox, Stavros Frantzis, James Greene, Lennie Lebel, Cindy Lehmbeck, Richard McDonough, Mary Jane Medved, Gwenn Murphy, Key O'Connor, Antonio Peniche, Joyce Perkit, Michael Reiskind, Jeff Riklin and Marie Turley. Also, our thanks to Beth Shields, the BRA planner, and Jim Murray, Mayor's Office of Neighborhood Services.

Sincerely,

A handwritten signature in cursive script, reading "Bernard C. Doherty".

Bernie Doherty  
Chairman  
Jamaica Plain Zoning Committee

A handwritten signature in cursive script, reading "Tom Kieffer".

Tom Kieffer  
Chairman  
Jamaica Plain Neighborhood Council





## NEIGHBORHOOD PLANNING AND ZONING



## NEIGHBORHOOD PLANNING AND ZONING

Boston is in the midst of an unprecedented community-based planning process. The Flynn Administration is dedicated to a balanced growth approach to economic development that is predicated on an open community planning process. The central premise of this is that all knowledge about what is best for the city does not reside with the government. Plans work best when they are fashioned with the community.

Simultaneously with the planning for the downtown, city representatives have been working with numerous citizen groups to develop specific neighborhood planning and zoning initiatives and to review major projects and land disposition policies. The community planning process gives special attention to each neighborhood, and provides communities with a significant role in shaping land use controls to meet the individual needs of their neighborhoods. This process involves interested citizens attending meetings with representatives of the BRA and other city departments.

Residents from Harborpark neighborhoods, Charlestown, Port Norfolk, East Boston, North End, Allston-Brighton, Roxbury, South End, West Roxbury, Jamaica Plain, Fenway, Mission Hill, and South Boston are working with the BRA and the Mayor's Office of Neighborhood Services on interim and final rezoning that responds to particular issues raised by the communities. These issues include the need to protect residential areas from encroachment by commercial uses, and the need to provide more open space and parking. Each neighborhood planning area is subdivided into districts to undergo more comprehensive review. Over the next two years, major portions of neighborhoods across the city will be rezoned through the community planning process.

Rezoning in the neighborhoods occurs either through the Interim Planning Overlay District (IPOD) process, or through citizen-initiated proposals to directly amend zoning in an area. In many planning areas, the planning process begins with the appointment by the Mayor of an Advisory Committee nominated from the community, or by the official recognition of a Citizens' Review Committee (CRC) consisting of residents and local business leaders and property owners. The Mayor's Office of Neighborhood Services attends community meetings and provides organizational assistance. The BRA provides leadership in land use analysis and policy recommendations. After defining the geographical area of focus, the group then establishes goals and objectives for the area and issues to be addressed. The BRA then works with the designated community planning group to design specific zoning regulations to address these issues and to achieve the goals and objectives. The zoning regulations are presented to the BRA Board, then to the Zoning Commission for adoption, and finally to the Mayor for his approval.

Not surprisingly, many of the neighborhoods are experiencing similar development pressures and similar planning concerns. Policy initiatives have been developed as concepts and then refined to meet the specific characteristics of particular areas. Among the major zoning concepts proposed in the neighborhoods are:



Height Standards. Height standards send a clear signal to developers and the community on the growth and density that can be accommodated in an area; they also serve to direct growth to sites of greater capacity, as well as protect existing scale and character.

Transportation and Parking Controls. New development must demonstrate adequate vehicular access and off-street parking. Three transportation and parking elements are needed: a Transportation Master Plan for the entire neighborhood, a Transportation Access Plan for individual projects, and an increase in Residential Parking Requirements.

Open Space Plan. With the increased population in many areas over the past fifteen years and opportunities for new residential development, there is a growing need for increased open space. Neighborhood open space plans developed during the interim planing period emphasize the geographic and functional links of open space to historic neighborhoods, and to the existing open space and park system.

Design Guidelines. The urban design of most neighborhoods incorporates a mix of architectural styles, but has a generally consistent scale. Neighborhood commercial centers have no clear identity nor do the buildings demonstrate any real standard in design. Design standards must be developed to protect the character of residential areas and historic structures, upgrade commercial centers and guide future development.

Affordable Housing and Mixed Use Reserve Districts. Adjacent to some existing residential areas are large parcels of under-utilized publicly-owned land that have the capacity to accommodate residential development and relieve pressure on the existing housing stock. Such parcels would be proposed as Affordable Housing or Mixed Use Reserve Zones.

New Light Manufacturing District. Heavy industrial uses that are accompanied by noxious pollutants and heavy truck traffic are currently permitted as-of-right in heavy industrial zones. The new Light Manufacturing District would permit light manufacturing uses that maximize employment for Boston's residents and minimize adverse environmental effects and truck traffic.

Boulevard Planning Districts. Boulevard Planning Districts (BPD) are major arterials and cross streets that serve as primary access to all areas of the community and contain uses that provide services to the community. Their visual prominence and importance to the economy and transportation system of the community require special studies as input to the revised zoning.

Institutional Master Plans. Institutions constitute a major part of the area's physical environs and contribute to the overall economic base as major employers of area residents. At the same time the continued expansion of the institutions and related pressure on the housing market and transportation and parking infrastructure is a major issue. Future institutional development must be planned within the context of the needs of the residential neighborhoods.





The specific status of proposed zoning in each of the neighborhoods follows:

Harborpark. The twelve-member Harborpark Advisory Committee was appointed by the Mayor in 1985 to help devise a plan to protect the entire length of Boston Harbor as both a recreational and a maritime industrial resource, to preserve sight lines and views, and to provide access to the public along the waterfront. The Interim Planning Overlay District regulations for Harborpark were adopted by the Zoning Commission in March 1987, and a final plan which includes new zoning is now being developed.

Port Norfolk. The Port Norfolk Interim Planning Overlay District was adopted in September 1985. The Planning and Zoning Advisory Committee was appointed in September 1986. Since that time the group and the BRA have developed new zoning which was approved by the Zoning Commission in June 1988.

North End. A height limit of 55' was adopted for the North End on March 24, 1985, together with a Restricted Roof Structure Overlay District requiring Board of Appeal approval for construction of roof structures. Working sessions with the North End community concerning broader planning and zoning issues and potential changes are underway.

Boylston Street. The Citizen's Review Committee was formed in March 1985 to transform Boylston Street into the major boulevard that it was originally planned to be. The group focussed on design, capital improvement, and traffic and transportation issues. In April 1986 the Boylston Street Interim Planning Overlay District was adopted by the Zoning Commission, setting interim design regulations for height, bulk, and roofline setbacks. The Zoning Commission adopted permanent zoning in March 1987.

Allston-Brighton. The Allston-Brighton Planning and Zoning Advisory Committee was appointed in January 1986. It set to work with the BRA and Mayor's Office of Neighborhood Services to develop an Interim Planning Overlay District. Adopted in August 1987, the interim planning includes provisions for zoning, transportation, open space, economic, and design studies that are underway. The studies will lead to permanent land-use regulations for the neighborhood.

Roxbury. Members of the Planning Advisory Committee voted August 7, 1986, at a Roxbury town meeting to begin working with the BRA to develop new zoning rules for Roxbury. After numerous working sessions and community meetings, the Roxbury Interim Planning Overlay District was adopted by the community, and then, in August 1987, approved by the Zoning Commission. The interim plan includes provisions for zoning, transportation, open space, economic, and design studies that will lead to permanent land-use regulations for the neighborhood.

East Boston. Beginning in July 1986, the BRA and the Mayor's Office of Neighborhood Services met approximately twice monthly with the East Boston Planning and Zoning Advisory Committee to develop the East Boston Interim Planning Overlay District. The interim zoning was approved in June 1988, and planning is now underway which will lead to new zoning for East Boston.



Mission Hill. In November 1988 the Mission Hill Planning and Zoning Advisory Committee was appointed, and the community had begun discussions with the City leading toward establishing an Interim Planning Overlay District.

West Roxbury. On February 6, 1987 a map change was enacted which rezoned a large area along the VFW Parkway from local business and light industrial to residential use. This accomplishment was initiated by the West Roxbury Neighborhood Council. In November, 1986, the BRA began working on broader zoning and land-use issues with the West Roxbury Neighborhood Council, and the community currently is in the process of establishing an Interim Planning Overlay District.

Charlestown. In response to the intense development pressures in this already densely populated area, the community currently is in the process of establishing an Interim Planning Overlay District through the Charlestown Neighborhood Council. The BRA has initiated parking and density analyses preliminary to the formulation of new planning and zoning guidelines.

Dorchester. The BRA is conducting a land-use analysis of Dorchester Avenue in order to determine traffic and transportation needs as well as how to accommodate the competing industrial, commercial, residential, institutional, and local business uses in the area. A Dorchester Avenue Interim Planning Overlay District was adopted in September 1988 to facilitate this study.

Jamaica Plain. In November 1987, the Jamaica Plain Neighborhood Council's Zoning Committee began a series of twelve community meetings for the purpose of establishing an Interim Planning Overlay District and receiving input from neighborhood residents on planning and zoning issues. Adoption of this IPOD is expected in early 1989.

Fort Point Channel. A process is underway among the BRA, the Fort Point Channel Advisory Committee, and the South Boston neighborhood to develop new planning rules in the Fort Point Channel area. This process includes analysis of the impacts of downtown development, commercial traffic, and local residential development, as well as major public works projects such as the Seaport Access Road and construction of a Third Harbor Crossing.

South End. Two major zoning changes for the South End were approved by the Zoning Commission in September, 1987. One reduced building bulk by approximately fifty percent in areas in which existing rules allow apartment buildings. The other established a Density Limitation Overlay District which limits the number of small one and two bedroom units in each structure, depending on the number of floors in the structure. The BRA is now engaged in a Master Plan Process with the South End community to address other land use and zoning issues, disposition of the SENHI phase two parcels and other BRA-owned parcels, and planning, revitalization and urban design issues on Washington Street.

Fenway-Kenmore. The Fenway-Kenmore Planning and Zoning Advisory Committee was appointed in November 1988. The neighborhood currently is involved in discussions with the City concerning planning and zoning issues and establishing



an Interim Planning Overlay District. The Committee also will review the Institutional Master Plan process in this district.

Columbia Point. Discussions with the Columbia Point neighborhood began in the summer of 1988. These will lead to a land use Master Plan for this peninsula.

Hyde Park. Discussions with the Hyde Park community concerning an Interim Planning Overlay District for Hyde Park Avenue began in the summer of 1988. When Hyde Park Avenue planning and revised zoning has been completed, discussions concerning broader planning and zoning issues in Hyde Park will begin.

South Boston. Planning and zoning analyses have begun in portions of South Boston in the Harborpark and Fort Point Channel areas. Discussions with the community concerning planning and zoning issues in the core of the residential community will begin in the fall of 1989 and will build upon the other analyses.

Roslindale. On October 29, 1985 the Zoning Commission adopted a map change from manufacturing to residential use. This citizen-initiated rezoning covered 13.5 acres. Forty residents signed the petition of support to the Zoning Commission. Discussion with the Roslindale community concerning broader planning and zoning issues will begin in the fourth quarter of 1989.

Mattapan. Discussions with the Mattapan community concerning planning and zoning issues will begin in the fall of 1989.



- **STEP 1** Formulation of Neighborhood Objectives

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- **STEP 2** Community Review Process

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- **STEP 3** Zoning-Interim Controls

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- **STEP 4** District Planning  
Special Studies  
Project reviews

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- **STEP 5** Final Zoning Ordinance  
Final plan

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## SUMMARY OF JAMAICA PLAIN PLAN



## EXECUTIVE SUMMARY

In Boston, the positive vision for the future is shaped by residents of each neighborhood. Over the past year, the Zoning Committee of the Jamaica Plain Neighborhood Council has been working in partnership with the Mayor's Office of Neighborhood Services and the Boston Redevelopment Authority to identify planning objectives for Jamaica Plain. The Zoning Committee developed a slide presentation of neighborhood development issues and presented it at thirteen community meetings throughout Jamaica Plain. A questionnaire was mailed to Jamaica Plain households which gave the committee more insight into the planning and zoning concerns of neighborhood residents. The major issues discussed included affordable housing, reduction of traffic congestion, the revitalization of neighborhood business districts, the preservation of open space and the protection of residential areas from inappropriate commercial and institutional expansion.

The Jamaica Plain Interim Planning Overlay District (IPOD) zoning amendment is a direct result of the broad based community input received over the past year. The IPOD will control development for the next two years and direct future land use policies in Jamaica Plain. The following key elements have been combined to create the Jamaica Plain interim zoning amendment:

### 1. Boulevard Planning Districts

Boulevard Planning Districts (BPDs) are major arterials and cross streets that serve as primary access to and from the community and provide commercial services to the community. Because of their visual prominence and importance to the economy and transportation system of the community, Jamaica Plain's major arterials and cross streets require special studies for revised zoning.

- o Boulevard Planning Districts (BPDs) will be established to protect and promote certain major arterials and cross streets as mixed-use commercial centers and as gateways to the community.
- o Site plan review by the Boston Redevelopment Authority, with community input, will be required for most projects proposed within BPDs.
- o BPD design guidelines will be developed during the IPOD planning process.
- o The Jamaica Plain IPOD will include nine Boulevard Planning Districts:

Amory Street  
Centre Street  
Green Street  
Hyde Park Avenue  
Jamaicaway/Arborway  
Lamartine Street  
South Huntington Avenue  
South Street  
Washington Street



- o Analysis for the Boulevard Planning Districts will provide for zoning that: encourages a mix of uses that promotes and sustains economic viability and residential stability; preserves open space and enhances the streetscape; protects historic structures; provides adequate parking and transportation access; and, promotes good urban design.

## 2. Neighborhood Business Districts

Neighborhood Business Districts (NBDs) are neighborhood commercial areas or nodes that contain retail and small commercial uses serving local residents. Planning for these districts is required to protect neighborhood services and streetscape appearance.

- o The Jamaica Plain IPOD will include five Neighborhood Business Districts:

Hyde Square  
Centre Street/Monument  
South Street  
Forest Hills  
Egleston Square

## 3. New Light Manufacturing Zone

Light manufacturing plants, machine shops, and regional assembly/distribution businesses established in Jamaica Plain may still be appropriate in selected areas.

- o During the Jamaica Plain IPOD planning period, the recently adopted Light Manufacturing Zoning District, which permits a limited number of non-hazardous light manufacturing uses that maximize employment opportunities and minimize adverse environmental effects, will be considered for application in Jamaica Plain.
- o The Light Manufacturing Zone will be applied to M-1 and M-2 Districts, where light manufacturing uses are appropriate and not in conflict with residential uses.
- o Buffer zones will be required around all light manufacturing sites.

## 4. Special Study Areas

Because certain areas within Jamaica Plain are unique in character or may be undergoing a transition in terms of land uses and increased development, they have been identified as Special Study Areas. Therefore, the areas need to be comprehensively planned with the community to determine the appropriate mix of uses and zoning controls that will guide the future development of the areas.



The Jamaica Plain IPOD will include three Special Study Areas:

- o Egleston Square
- o Southwest Corridor Manufacturing District
- o Washington Street Corridor

#### 5. Institutional Master Plan

The expansion of institutional facilities in Jamaica Plain affects the local residential neighborhoods by increasing vehicular traffic, and increasing the need for water and sewage services, refuse and garbage removal. The design of new institutional projects should be sensitive to the effects of shadow, wind, massing and traffic on the local community.

- o Institutions that plan new projects must submit an Institutional Master Plan for review by the Jamaica Plain Neighborhood Council and the Boston Redevelopment Authority.
- o A proposed project which includes an institutional use within the Jamaica Plain IPOD Study Area shall be granted an Interim Planning Permit only if such proposed project is in conformity with an approved Institutional Master Plan.

#### 6. Transportation and Parking Controls

Inadequate on-street and off-street parking exists in most areas of Jamaica Plain for both residential and commercial uses. Heavy truck traffic on local streets must be eliminated, short-term parking must be provided in neighborhood commercial areas, and increased demand in established residential areas must be reduced. New development must demonstrate adequate vehicular access and off-street parking. Three transportation and parking elements are needed: a Transportation Master Plan for the entire neighborhood, a Transportation Access Plan for individual projects, and an increase in Residential Parking Requirements.

##### Transportation Master Plan

- o A Transportation Master Plan will be developed to analyze current and projected access and parking demands, and improvement needs.
- o Appropriate sites for neighborhood commercial parking will be identified.
- o Determination by the Boston Transportation Department of truck routes that avoid residential streets.

##### Transportation Access Plan

- o A Transportation Access Plan will be required of any applicant seeking a building permit for any development exceeding 100,000 square feet, retail developments exceeding 50,000 square feet, or residential developments of more than 24 units. The Plan will consist of an





impact assessment, a mitigation component, and a monitoring component.

- o The impact assessment component will identify and evaluate the impact of the development on the city's transportation and parking network.
- o The mitigation component will propose measures to minimize the transportation-related impact of the proposed project.
- o The monitoring component will describe provisions for periodic re-evaluation of the effectiveness of proposed mitigation measures.

#### Increased Residential Parking Requirements

- o Residential parking requirements will be raised to 1.5 space per unit for units up to 800 square feet, 1.75 space per unit for units from 801 to 1,200 square feet, and 2.0 spaces per unit for units over 1,206 square feet.
- o Units sold or rented to low and moderate income households will be required to provide 1.0 space per unit.

#### 7. Open Space Plan

Jamaica Plain has a mix of public open space which includes sites for active and passive recreation, urban wilds, and urban gardens. An Open Space Plan will be developed to provide for the creation, improvement, and maintenance of Jamaica Plain's open space to meet the needs of the community.

- o During the Jamaica Plain IPOD planning period, an Open Space Plan will be developed which provides for the preservation of existing open space and the identification of potential new open spaces.
- o The Open Space Plan will emphasize historic, geographic and functional links to historic Jamaica Plain, activity nodes, and to the park system of Boston.

#### 8. Height Standards

Rising property values and the search for wider profit margins tend to encourage construction of new buildings at heights which are not appropriate in many areas of Jamaica Plain. Therefore, in addition to floor area ratios, height standards are needed to preserve the dominant architectural scale in Jamaica Plain.

- o To protect and promote existing and future development, the Jamaica Plain IPOD will be governed by interim height standards.
- o Six districts with no existing underlying height controls are given Interim Height Standards of 35 to 40 feet.



## 9. Design Guidelines

Design Guidelines which seek to reinforce the positive architectural elements in Jamaica Plain are needed to address issues of building design, open space, and landscaping. The guidelines will aim to promote improved residential and commercial design of future development and the preservation of architecturally and historically significant structures.

- o During the Jamaica Plain IPOD planning period, Design Guidelines will be developed which incorporate standards for building design, landscaping, open space, historic preservation, and control of signage, including standards that address the location and design of billboards.



## Key Elements of the Jamaica Plain Interim Zoning Plan



- Special Study Areas

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- Boulevard Planning Districts (BPD)

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- Neighborhood Business Districts (NBD)

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- Transportation Master Plan

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- Open Space Plan

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- Design Guidelines

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- New Light Manufacturing Zone

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- Parking Controls

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- Height Standards

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- Institutional Master Plan

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## Goals of the Jamaica Plain IPOD

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- Direct Growth

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- Preserve and Protect the Quality of Life

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- Protect Residential Character

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- Provide Affordable Housing

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- Provide Adequate Parking

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- Enhance Commercial Centers

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- Preserve, Enhance and Create Open Space

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- Preserve Architecturally and Historically Significant Buildings

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- Prohibit Inappropriate Institutional Expansion

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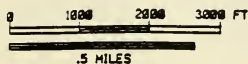




## NEIGHBORHOOD PROFILE



PLANNING DISTRICT #9  
JAMAICA PLAIN  
AND NEIGHBORHOOD STATISTICAL AREAS



NOTE: BOUNDARIES DO NOT CONFORM TO IPOD BOUNDARIES.



## JAMAICA PLAIN NEIGHBORHOOD PROFILE

### Overview

Jamaica Plain is one of Boston's most diverse residential neighborhoods. Containing nearly 3 square miles, it is 3 miles west of the downtown. Home to over 45,000 people, it contains every typical Boston housing type from triple-deckers to suburban-style ranches. It also includes one of Boston's largest public housing projects and the city's only working farm.

Surrounded by the open spaces of Frederick Law Olmsted's "Emerald Necklace," Jamaica Plain has become an integrated community of black, white, and Hispanic home-owners without the widespread abandonment that often accompanies a change in the racial and economic structure of a neighborhood.

The future of Jamaica Plain seems bright. Growing numbers of new homebuyers are attracted to the neighborhood by its abundance of two and three family homes. The income producing ability of these structures is becoming more attractive in an era of rapidly rising housing costs. The new buyers are often childless, working couples or singles, drawn to Jamaica Plain by its quiet neighborhoods, low crime rate and accessibility.

The completion of the new Orange Line rapid transit system in 1987 will only increase the area's desirability. However, as new economic forces begin to operate in Jamaica Plain, pressures build on low-income and elderly residents facing increasing housing costs.

### History

Historically, Jamaica Plain has never been a clearly defined area. It was originally part of the town of Roxbury, and when West Roxbury was declared a separate community in 1851, no distinct boundary existed between Jamaica Plain and other portions of West Roxbury.

In the 17th century, West Roxbury was sparsely settled and was an area of fertile farmland which supplied much of Boston's fruit and produce. The earliest paths and streets determined the first settlements and still define neighborhoods today in Jamaica Plain.

Two major factors influenced the early development of Jamaica Plain: (1) a new water supply; and (2) railroad extensions. In 1795, the Jamaica Plain Aqueduct Company was formed. Its water system, which extended from Jamaica Pond to Fort Hill, was a major source of water supply to Boston until 1845. This water supply attracted industry to Jamaica Plain, and tanneries and breweries grew up in the band from Roxbury Crossing to Forest Hills. In 1834, the Boston and Providence railroad was constructed along Washington Street. The railroad brought commuters to Jamaica Plain and the area was no longer to be a community of farmers and wealthy residents. The new commuters built Greek Revival, Italianate, and Mansard style houses, many of which still remain.

The last half of the 19th century brought many physical changes to Jamaica Plain. In the 1870s the street car tracks were extended from Roxbury into West Roxbury



along Washington Street and Centre Street. This improved access was a stimulant to the construction of middle class residential areas throughout Jamaica Plain. Most of the old estates were subdivided and crossroads were built. The area which was most intensively developed at this time was central Jamaica Plain bounded by Centre Street, Green Street and the railroad. Most of the houses built were single or two-family, detached wooden structures, although three deckers were constructed near the borders of Roxbury and the manufacturing district.

Despite its growth as a residential area, Jamaica Plain retained much of the open space for which it is still famous. This is mainly due to the creation of Boston's "Emerald Necklace" park system, designed by Frederick Law Olmsted in the late 1800s to provide the City with a continuous chain of parklands.

Jamaica Plain Demography  
Population and Housing, 1950 - 1980<sup>1</sup>

	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>
Population	58,015 (7.2)	53,568 (7.7)	47,767 (7.5)	39,331 (7.0)
Housing Units	15,628 (7.0)	16,303 (6.8)	17,093 (7.4)	17,103 (7.1)
Persons/Unit	3.7	3.3	2.8	2.3

Note: figures in brackets are percent of Boston total.

Although Jamaica Plain lost over 18,000 in population between 1950 and 1980 due largely to declining household size, it has recently stabilized and even regained some population in the 1980s. The median age of its residents, 28.2 years, was almost the same as the City, but a great number of children make Jamaica Plain one of Boston's primary child-raising neighborhoods, along with Mattapan and South Dorchester.

Total Population, 1985<sup>2</sup>

	<u>Total</u>	<u>Population in</u> <u>Group Quarters</u>	<u>Household</u> <u>Population</u>	<u>Persons Per</u> <u>Household</u>
Jamaica Plain	44,401	3,018	41,383	2.7
City of Boston	601,095	49,595	551,500	2.4

<sup>1</sup> source a.

<sup>2</sup> source b.





Household Population Age Composition, 1985<sup>3</sup>  
(in percent)

	<u>Median Age</u>	<u>Up to 14</u>	<u>15-24</u>	<u>25-34</u>	<u>35-54</u>	<u>55 +</u>
Jamaica Plain	28.2 yrs.	23	21	22	20	15
City of Boston	28.8 yrs.	17	23	22	20	13

Note: Percent may not total to 100 due to rounding.

Racially, Jamaica Plain had a mixed populace somewhat similar to the South End or South Dorchester. Whites predominated at 51 percent while blacks accounted for 25 percent, and Asians for 4 percent of total population. Nearly 7,800 persons, 21 percent of its population, are of spanish-speaking origin, forming the largest Hispanic community in Boston.

Racial/Ethnic Composition of Household Population, 1985<sup>4</sup>  
(in percent)

	<u>White, Not Hispanic</u>	<u>Black</u>	<u>Hispanic*</u>	<u>Asian</u>	<u>Other Races</u>
Jamaica Plain	51	25	21	4	0
City of Boston	62	25	7	5	1

Note: Percent may not total to 100 due to rounding.

- \* Hispanic includes self-designated Hispanics plus those who speak Spanish in the home or were born in a Spanish-speaking country.

In 1985, single-parent families and unrelated persons in households composed of roommates were overrepresented in Jamaica Plain, whereas traditional couples, with or without children, and single house-holders were underrepresented.

<sup>3</sup> source b.

<sup>4</sup> source b.



Household Composition, 1956<sup>5</sup>  
(in percent)

	<u>Traditional Families and Couples</u>	<u>Single Parent Households</u>	<u>Singe Person Household</u>	<u>Household of Unrelated Individuals</u>
Jamaica Plain	29	20	32	20
City of Boston	36	16	34	14

Note: Percent may not total to 100 due to rounding.

Income and Poverty

Jamaica Plain residents had a lower median household income than the average for the city of Boston in 1984. Significant numbers of low-income residents were mainly found among minority families with children. Overall, persons in Jamaica Plain had a 31 percent poverty rate, considerably above the 21 percent rate citywide.

Median Household Income and Portion in Poverty<sup>6</sup>  
in 1979 and 1984

	<u>1979</u>	<u>1984</u>	<u>1979 All Persons</u>	<u>1984 All Persons</u>	<u>1984 All Families</u>	<u>1984 Unrelated Persons</u>
Jamaica Plain	\$12,545	\$16,950	24	31	41	12
City of Boston	12,530	19,250	20	21	22	17

Mobility and Migration

In Jamaica Plain, only 47 percent of residents were born in Massachusetts, reflecting the fact that Jamaica Plain is a little short on long-term traditional Boston residents. The large share of persons born outside Massachusetts reflects the large Hispanic population. Jamaica Plain residents were just about at the city average in mobility as 28 percent of persons had moved in the previous 2 years while only 16 percent had lived there for sixteen or more years.

<sup>5</sup> source b.

<sup>6</sup> source b.



Place of Birth of 1985 Residents<sup>7</sup>  
(in percent)

	<u>Massachusetts</u>	<u>Other U.S. and Canada</u>	<u>Europe</u>	<u>Elsewhere</u>
Jamaica Plain	47	31	5	17
City of Boston	55	25	5	15

Note: Percent may not total to 100 due to rounding.

Years in Dwelling Unit of 1985 Household Residents<sup>8</sup>  
(in percent)

	<u>&lt;2</u>	<u>2-5</u>	<u>6-10</u>	<u>11-15</u>	<u>16 +</u>
Jamaica Plain	28	34	11	12	16
City of Boston	28	27	16	10	19

Note: Percent may not total to 100 due to rounding.

Employment

Labor force participation in Jamaica Plain was exactly equal to the city norm at 65 percent. Unemployment, however, at 11 percent, was almost double the city's average rate. Industries of employed residents showed overparticipation in services and trade, as well as underparticipation in manufacturing, government, and in other types of jobs, compared with all of Boston's residents.

Labor Force Status, Spring 1985<sup>9</sup>  
(in percent)

	<u>Participation Rate (Persons Aged 16 Years +)</u>	<u>Unemployment Rate</u>
Jamaica Plain	65	11
City of Boston	66	6

<sup>7</sup> source b.

<sup>8</sup> source b.

<sup>9</sup> source b.



Industry of Resident Workers, 1985<sup>10</sup>  
(in percent)

	<u>Manuf'g</u>	<u>Trade</u>	<u>F.I.R.E.*</u>	<u>Services</u>	<u>Gov't</u>	<u>Other</u>
Jamaica Plain	10	19	7	44	8	13
City of Boston	14	16	8	36	11	15

Note: Percent may not total to 100 due to rounding.

\* F.I.R.E. is an abbreviation for Finance, Insurance and Real Estate.

In 1983 there were 10,300 jobs located in Jamaica Plain. Over half of these jobs were in services industries, many of which were linked to the many nearby medical institutions. Jobs were very much fewer in finance, manufacturing, and trade.

Employment Located Within Neighborhood, 1983<sup>11</sup>  
(in percent)

	<u>Manuf'g</u>	<u>Trade</u>	<u>F.I.R.E.</u>	<u>Services</u>	<u>Gov't</u>	<u>Other</u>
Jamaica Plain	500	1,000	250	5,600	2,100	850
City of Boston	48,900	81,000	78,800	171,000	91,500	58,100

### Housing

The housing stock in Jamaica Plain is representative of all that Boston offers. On the one hand it has some attractive single-family neighborhoods such as Moss Hill, as well as older areas that rapidly gentrified after the debate about redlining subsided. The neighborhood also has several major public housing concentrations, containing many vacant and boarded-up units. Overall, three of every four housing units in Jamaica Plain are renter-occupied, and of these, one is publicly assisted, the second is a private rental in a multi-family structure, and the third is under the roof of a resident owner. Including condominiums, every fourth unit is owner-occupied.

Accessory apartment conversions account for an addition of over 400 additional rental units between 1980 and 1985, and although condominium conversions are accelerating in the neighborhood, the total number is still relatively small. Very recently, an additional conversion of over 450 apartments has expanded the condominium stock further, to 6 percent of Jamaica Plain's total housing units.

<sup>10</sup> source b.

<sup>11</sup> source c.





Housing Stock Composition by Structure Types, 1980 and 1985<sup>12</sup>  
(in percent)

<u>Year</u>	<u>Vacant</u>	<u>Owner-Occupied</u>	<u>Single Family Apartment</u>	<u>Multi Family Apartment</u>	<u>Condo</u>	<u>Subsid. Housing</u>	<u>BHA Housing</u>
1980	4	19	26	24	1	8	18
1985	2	19	28	21	4	8	17

Housing values in Jamaica Plain at \$130,000 were above the City mean at \$115,000. Prices have risen at an extremely fast pace due to speculation surrounding the Southwest Corridor transportation project and the desirability of reclaiming many large, older houses. Rents have risen too, but are not quite at the level of rents in downtown neighborhoods.

1-3 Family Property Values and Median Gross Rents,<sup>13</sup>  
1980 and 1985

	<u>1-3 Family Property Values</u>		<u>Median Monthly Gross Rents</u>	
	<u>1979</u>	<u>1985</u>	<u>1980</u>	<u>1985</u>
Jamaica Plain	\$26,000	\$130,000	\$239	\$370
City of Boston	32,000	115,000	254	400

Transportation

Commuting to work mirrored citywide patterns, with 34 percent using the MBTA and 51 percent commuting by car. In terms of car ownership, 46 percent of households owned no vehicles as of 1985.

12 source c.

13 source b.



Means of Household Transportation to Work, 1985<sup>14</sup>  
(in percent)

	<u>Vehicle</u>	<u>MBTA</u>	<u>Walk</u>	<u>Other</u>
Jamaica Plain	51	34	13	3
City of Boston	50	33	15	3

Note: Percent may not total to 100 due to rounding.

Number of Vehicles Owner Per Household, 1985<sup>15</sup>  
(in percent)

	<u>None</u>	<u>1</u>	<u>2</u>	<u>3 or More</u>
Jamaica Plain	46	33	16	5
City of Boston	39	42	14	5

Note: Percent may not total to 100 due to rounding.

Summary of Recent and Imminent Development

Development in Jamaica Plain will total \$326 million over the 1975 to 1989 period.<sup>16</sup> The majority of this investment, \$205 million or 63 percent will be residential. This investment will have produced 4,142 dwelling units, of which 2,548 are new construction (61%), 774 are adaptive reuse (19%), and 820 are renovations (20%). The types of units being developed in Jamaica Plain include 346 condominiums (9%), 2,492 rental units (60%), 23 single family units, 907 Boston Housing Authority units (22%), 12 congregate units, and 362 unclassified units (9%).

The medical institutions of Jamaica Plain, including the Faulkner Hospital and the New England Baptist, will have invested \$112 M, accounting for 32 percent of all development in the district. The Faulkner Hospital constructed a 423,000 SF facility at a cost of \$79.8 M that was completed in 1976. New England Baptist completed a hospital renovation of 150,000 SF in 1984, and in 1987 two residential buildings on Parker Hill Ave will have been adapted for hospital use. The total for these two projects is \$32 M.

<sup>14</sup> source b.

<sup>15</sup> source b.

<sup>16</sup> source e.



## Sources and Methodology

- a) U.S. Census of Population and Housing, 1950 - 1980
- b) B.R.A. and P.F.D. Household Survey, 1985, conducted by the Center for Survey Research, U. Mass. at Boston. Although this survey did not include the group quarters population, the approach was very useful for detecting neighborhood change. A sample of some 1,400 households, carefully drawn to reflect Boston's household population, was questioned in the spring of 1980, to preview and supplement the 1980 U.S. Census. In 1985, exactly five years later, the same methodology was employed to obtain an update and to identify neighborhood shifts.

To learn more about changes in these planning districts by 1985, the several thousand observations available from the 1985 BRA/PFD Household Survey were differentiated to the limit. Knowing such changes as the shift in number of persons by race/ethnicity and age group in each district is valuable for planning. However, this divides the available data into so many cells that it limits reliability tests. The inferences should therefore be viewed as suggestive rather than conclusive.

- c) Boston's Changing Housing Patterns, 1970 to 1985, Rolf Goetze, consultant to the B.R.A., November 1986. The 1980 U.S. Census does not specifically identify assisted dwelling units or the structure types within which they occur. It also does not indicate the type of stock in which condominiums are located, or when rental dwellings are in resident-owned structures. Therefore, available city data were carefully analyzed to obtain an overview and identify current housing patterns, as described in this source paper.

To aid in tracing the 1980 to 1985 changes in Table VIa, the housing stock was divided into units in 1-4 unit structures, and those in 5 or more multi-unit structures. The 1-4s, dubbed 1-4(SF) for single family, are largely singles, duplexes and triple-deckers, and tend to have a high rate of owner occupancy. PrAptSF designates the private apartments rented in this stock. In 1984, significant condominium conversion of triple-deckers commenced, shown as CondoSF.

Multifamily is designated as 5+ (MF), and includes private rentals in this stock, PrAptMF, condominiums, CondoMF, as well as public housing owned and managed by the Boston Housing Authority, BHA. Subsidized housing, SubsHsg, refers to privately-owned developments assisted under such federal programs as Section 221(d)(3), Section 236, and Section 8, as well as state assistance programs under EOCD and MHFA. The newly built assisted housing tends to be in multifamily structures, whereas the units rehabilitated with public assistance are more likely to be in 1-4 unit stock.

Table VIa also shows how the total stock in each time period is distributed, as well as the absolute and percent change.

- d) U.S. Bureau of the Census, "County Business Patterns," 1983



- e) A Summary and Survey of Development in Boston, 1975 - 1989, John Avault and Mark Johnson, April 1987, based on compilations maintained on "ULTRALIST" by the BRA Research Department.







JAMAICA PLAIN  
INTERIM PLANNING OVERLAY



Text Amendment Application No.  
Boston Redevelopment Authority  
Jamaica Plain Interim Planning  
Overlay District

TO THE ZONING COMMISSION  
OF THE CITY OF BOSTON:

The Boston Redevelopment Authority petitions to amend the text of the Boston Zoning Code, established pursuant to Chapter 665 of the Acts of 1956, as amended, by inserting after Article 27H, for a period of twenty-four months from the effective date of this amendment, the following article:

**ARTICLE 27J**

**JAMAICA PLAIN INTERIM PLANNING OVERLAY DISTRICT**

SECTION 27J-1. Statement of Purpose. The purposes of this article are to implement interim planning standards and to facilitate the comprehensive planning and rezoning of the Jamaica Plain neighborhood; to manage the future development of Jamaica Plain for the use and benefit of the inhabitants of Jamaica Plain and Boston; to provide a predictable, clear, and understandable process for the public review of new development; to preserve and enhance the Jamaica Plain neighborhood; to encourage the most appropriate use of land; to lessen congestion in the streets; to provide for adequate parking facilities; to provide adequate light and air; to prevent overcrowding of land; to promote residential development that is affordable to all segments of the community; to promote mixed-income residential development; to promote land uses which provide jobs for the city's residents; to preserve, enhance, and create open space; and to promote the peaceable enjoyment of the city's amenities by all residents.



SECTION 27J-2. Declaration of Need for Interim Zoning. Interim zoning in the Jamaica Plain IPOD Study Area is necessary to provide the proper balance between competing land uses and economic and environmental factors. Characteristics of existing zoning that render it inappropriate include its failure to: provide for opportunities for appropriate-sited residential, commercial and mixed-use development which is beneficial to the community; discourage the inappropriate intermingling of industrial and manufacturing uses with residential, commercial, cultural, and public open space uses; encourage cohesive neighborhood business districts; regulate building heights to protect views and vistas; provide for adequate pedestrian and vehicular circulation and access; provide adequate parking controls; provide for the creation and rehabilitation of housing that is affordable to all segments of the community; prevent dense development that exacerbates the lack of open space and inhibits access to light and air; provide for zoning designations which result in the appropriate siting of land uses; preserve and enhance open space; protect historic structures; and preserve the architectural integrity of Jamaica Plain.

SECTION 27J-3. Definitions. For the purposes of this article only, the following terms shall have the meanings indicated.

1. "Adjusted Income" is defined as it is in 24 Code of Federal Regulations Section 813.102 (1986), as amended, or as set forth in regulations that are adopted in accordance with Section 27J-23, if any, which regulations then shall govern.
2. "Affordable" means, in the case of an owner-occupied dwelling unit, requiring the expenditure by a Low-Income, Moderate-Income, or Upper-Moderate-



Income Household for mortgage payments, insurance, real estate taxes, and condominium or cooperative fees of not more than thirty percent (30%) of its Adjusted Income to occupy the unit; and, in the case of a renter-occupied dwelling unit, requiring the expenditure by a Low-Income, Moderate-Income, or Upper-Moderate-Income Household for rent of not more than thirty percent (30%) of its Adjusted Income to occupy the unit.

3. "Annual Income" is defined as it is in 24 Code of Federal Regulations Section 813.106 (1986), as amended, or as set forth in regulations adopted in accordance with Section 27J-23, if any, which regulations then shall govern.
4. "Applicant" means any person or entity having a legal or equitable interest in a Proposed Project which is subject to the provisions of this article, as set forth in Section 27J-5, or the authorized agent of any such person or entity.
5. "Jamaica Plain IPOD" means the regulations imposed by this article.
6. "Jamaica Plain IPOD Study Area" means the area defined in Section 27J-4.
7. "Interim Planning Permit" means a permit granted pursuant to Section 27-3 for a Proposed Project subject to the provisions of this article.
8. "Low-Income Household" means a household whose Annual Income does not exceed fifty percent (50%) of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.





9. "Median Gross Income" is defined as it is in 24 Code of Federal Regulations Section 813.102 (1986), as amended, or as set forth in regulations that are adopted in accordance with Section 27J-23, if any, which regulations then shall govern.
10. "Moderate-Income Household" means a household whose Annual Income does not exceed eighty percent (80%) of the Median Gross Income of households in the Boston Standard Metropolitan Statistical Area.
11. "Proposed Project" means the erection, extension, or substantial demolition of any structure or the change of use or occupancy of any structure or land, for which the Applicant is required to obtain a building or use permit.
12. "Residential Uses" means Use Item Numbers 1, 1A, 2, 3, 4, 5, 6, 7, 8, 8A, and 10, Section 8-7, Table A.
13. "Underlying Zoning" means all zoning regulations, with the exception of this article, which are contained in this Code.
14. "Zoning Relief" means any variance, conditional use permit, exception, zoning map or text amendment, or any other relief granted by the Zoning Commission or Board of Appeal.

SECTION 27J-4. Physical Boundaries; Establishment of Subdistricts. This article is applicable only in the Jamaica Plain IPOD Study Area, which consists of the



areas depicted as the Jamaica Plain IPOD on "Map 6 Roxbury," "Map 9 Jamaica Plain," and "Map 10 Roslindale" of the series of maps entitled 'Zoning Districts - City of Boston' dated August 15, 1962, as amended. Within the Jamaica Plain IPOD Study Area, there are ten (10) subdistricts: Egleston Square, Forest Hills, Hyde Square, Jamaica Central, Jamaica Hills, Jamaica Pond, Jamaica South, Stoneybrook, Sumner Hill and Woodbourne.

SECTION 27J-5. Applicability. Any Proposed Project within the Jamaica Plain IPOD Study Area is subject to the provisions of this article unless otherwise exempt pursuant to this section. The following Proposed Projects are exempt from the provisions of this article.

1. Any Proposed Project:

- (a) consisting solely of Residential Uses of not more than three (3) dwelling units in a Single Residential (S), General Residential (R), or Apartment Residential (H) district; or
- (b) consisting of solely of Residential Uses of not more than three (3) dwelling units above the first story in a Local Business (L) district;

is exempt from the requirement of a grant of an Interim Planning Permit; provided that such Proposed Project is in compliance with the Interim Height Standards, contained in Section 27J-11, and the Interim Parking Controls, contained in Section 27J-12.

2. Any Proposed Project for which application to the Inspectional Services Department for a building or use permit has been made prior to the first



notice of hearing before the Zoning Commission for adoption of this article and for which no Zoning Relief is required.

3. Any Proposed Project for which appeal to the Board of Appeal for any Zoning Relief has been made prior to the first notice of hearing before the Zoning Commission for adoption of this article, provided that such Zoning Relief thereafter is granted by the Board of Appeal pursuant to such appeal.
4. Any Proposed Project or site for which a planned development area development plan has been approved by the Boston Redevelopment Authority and the Zoning Commission prior to the first notice of hearing before the Zoning Commission for adoption of this article, whether or not such planned development area development plan thereafter is modified or amended.

SECTION 27J-6. Zoning Regulations in Effect; Conflict Provisions. The Jamaica Plain IPOD and Underlying Zoning together constitute the zoning regulations for the Jamaica Plain IPOD Study Area. Where conflicts exist between the provisions of the Jamaica Plain IPOD and Underlying Zoning, subsections 1 and 2 of this section govern. Upon expiration of this article, the Underlying Zoning shall be the sole set of zoning regulations for the Jamaica Plain IPOD Study Area.

1. In all subdistricts, the provisions of the Jamaica Plain IPOD supersede Underlying Zoning, except as provided in subsection 2 below.
2. In all subdistricts, any duly enacted amendment to Underlying Zoning pertaining to land use in the Jamaica Plain IPOD Study Area shall govern, provided notice of a public hearing before the Zoning Commission is



published after the effective date of this article. Notwithstanding any other provision of this article, any such amendment may occur prior to the expiration of this article and may relate to any subdistrict or to any Special Study Area for which a planning and rezoning study has been completed by the Boston Redevelopment Authority.

**SECTION 27J-7. General Land Use Objectives for the Study Area.** The general land use objectives for the ten subdistricts in the Jamaica Plain IPOD Study Area are as follows:

To revise or establish land use controls to limit inappropriate increases in density and protect the character of the existing residential fabric; to retain and develop affordable housing; to encourage appropriate development of vacant land or underutilized parcels for housing; to encourage abandoned institutional uses to revert to residential use; to minimize traffic and parking congestion in residential neighborhoods; to protect residential areas from commercial and institutional expansion; to protect historically and architecturally significant structures and districts in residential and commercial areas; to develop parking controls which limit on-street parking and encourage the creation of underground and structured parking, where appropriate; to create a village atmosphere in neighborhood business districts which encourages pedestrian and street life and promotes neighborhood oriented businesses; to develop sign controls and design guidelines which complement the historic architectural features and character of the business district; to encourage retail uses at the street level with office and residential uses above in the business districts; to improve traffic flow and reduce congestion in the business districts through parking and truck access





and loading controls; to preserve and maintain existing open space through open space zoning and to encourage the creation and adequate distribution of accessible open space for active or passive recreational use; to regulate building height and massing in order that structures do not obstruct views and vistas surrounding Jamaica Pond and Arnold Arboretum; to study specific streets for potential designation as Greenbelt Protection Overlay Districts; to thoroughly review existing manufacturing and R-.8 zoning districts for compatibility with current residential patterns; to establish design guidelines and performance standards for manufacturing uses; to encourage a better process for citizen notification of Board of Appeal Case; and to encourage the effective enforcement of the Boston Zoning Code.

1. **EGLESTON SQUARE.** Additional land use objectives for Egleston Square are to establish a new "sense of place" at the meeting of Washington Street and Columbus Avenue as a meeting ground between the Jamaica Plain and Roxbury communities by creating an attractive village center as a symbolic center of community life; to utilize opportunities provided by the demolition of the Orange Line and the redevelopment of key public and underutilized private parcels to establish a new vision for the Square; to promote development which is consistent with the area's present architectural character, with new buildings not exceeding three to four stories in height; to improve streetscape character with new sidewalks, trees, street furniture, and lighting; to promote traffic improvements which facilitate pedestrian movement; to promote new businesses which complement the existing stores; to improve the appearance of the commercial district through design guidelines for facade treatment and signage control; to increase off-street



parking; to maintain the existing mixed residential and commercial character of Washington Street; to establish Columbus Avenue as a boulevard connecting Egleston Square and Franklin Park by encouraging improvements, including tree planting; to consider designating Siquouney Street and Walnut Avenue along the edge of Franklin Park and Amory Street along the Southwest Corridor Park as Greenbelt Protection Overlay Districts; to improve access to public transportation; and to preserve the architectural character of the Green Street historic district as defined by the Boston Landmarks Commission.

2. **FOREST HILLS.** Additional land use objectives for Forest Hills are to assess parking needs of the Forest Hills MBTA station, the Arnold Arboretum, and the courthouse; to improve the appearance of the neighborhood commercial district through design and signage controls; to encourage an appropriate mix of uses in the commercial district; to discourage manufacturing and institutional expansion that is detrimental to residential areas; to create buffers between manufacturing and residential uses; to consider designating Morton Street and Forest Hills Street along the edge of Franklin Park as Greenbelt Protection Overlay Districts; to consider the designation of the vacant South Street parcel, known as the Mesa, adjacent to the Arnold Arboretum as open space; to consider the designation of the vacant parcels on Morton Street, formerly known as the Morton Estate, as open space; and to reinforce the significance of Washington Street and Hyde Park Avenue as boulevards and as gateways into Jamaica Plain.



3. **HYDE SQUARE.** Additional land use objectives for Hyde Square are to protect existing residential areas from any adverse effects of institutional expansion or abandonment; to preserve the architectural character of the Hyde Square historic district as defined by the Boston Landmarks Commission; to minimize traffic congestion and create additional parking in both the commercial and residential areas; to promote the establishment of public open space; to consider designating Lamartine Street along the edge of Southwest Corridor Park as a Greenbelt Protection Overlay District; to create buffers between commercial and residential districts; to improve the appearance of the Hyde Square commercial district along Centre Street; to encourage an appropriate mix of uses in the commercial district; and to encourage the elimination of billboards and control signage in the commercial district.
4. **JAMAICA CENTRAL.** Additional land use objectives for Jamaica Central are to preserve the architectural character of the Glenvale Park historic district as defined by the Boston Landmarks Commission; to consider designating Lamartine Street along the edge of the Southwest Corridor Park as a Greenbelt Protection Overlay District; to create buffers and improve the edges of the Centre Street commercial district where it abuts residential neighborhoods; to improve the appearance of the Centre Street commercial district; and to encourage the elimination of billboards and control signage in the Centre Street commercial district.
5. **JAMAICA HILLS.** Additional land use objectives for Jamaica Hills are to protect existing residential areas from any adverse effects of institutional



expansion or abandonment; to protect the views and vistas surrounding the Arnold Arboretum and Jamaica Pond; to maintain the open space of the Brandegee Estate and the Allandale Farm; and to consider designating Allandale Road and South Street in the Arnold Arboretum as Greenbelt Protection Overlay Districts.

6. **JAMAICA POND.** Additional land use objectives for Jamaica Pond are to protect the views and vistas surrounding Jamaica Pond and to consider designating Perkins Street and Prince Street as Greenbelt Protection Overlay Districts; to preserve the architectural character of the Monument Square historic district as defined by the Boston Landmarks Commission; to prevent inappropriate encroachment of commercial uses into the residential areas; to create an active pedestrian and street life in the Centre Street commercial district; to improve the appearance of the Centre Street commercial district; to encourage the elimination of billboards and control signage in the Centre Street commercial district; to seek ways to minimize severe traffic congestion on Centre Street; to encourage additional parking in the Centre Street commercial district; to study housing alternatives such as accessory apartments in large single-family homes; and to discourage institutional expansion that is detrimental to adjacent residential areas.
7. **JAMAICA SOUTH.** Additional land use objectives for Jamaica South are to preserve the views and vistas of the Arnold Arboretum along the Arborway; to consider designating Call Street along the edge of the Southwest Corridor Park as a Greenbelt Protection Overlay District; to improve the appearance of the South Street commercial district; to create buffers and improve the





edges of the South Street commercial district where it abuts residential neighborhoods; to minimize traffic congestion and study additional parking alternatives for the South Street commercial district; and to encourage the elimination of billboards and control signs in the commercial district.

8. **STONEYBROOK.** Additional land use objectives for Stoneybrook are to protect residential areas from commercial and institutional expansion; to encourage compatibility between the existing manufacturing district and residential areas through appropriate buffering; to review the appropriateness of the existing manufacturing district where it does not reflect current use; to promote a more appropriate mix of residential and commercial uses along Washington Street and to encourage its active pedestrian and street life; to discourage inappropriate and overrepresented retail uses such as bars, gasoline stations, poorly screened parking lots, fast food stores, and automobile repair service uses; to maintain existing open space; to preserve the stables on Williams Street as recreational open space; to preserve the architectural character of the existing neighborhood by limiting the height to two or three stories; and to consider designating Forest Hills Street along the edge of Franklin Park as a Greenbelt Protection Overlay District.
9. **SUMNER HILL.** Additional land use objectives for Sumner Hill are to preserve the architectural character of the Sumner Hill historic district as defined by the Boston Landmarks Commission; to improve the edges between the commercial and residential districts by creating buffers and appropriate transitional uses; to study new housing alternatives such as allowing accessory apartments in large single family homes; to maintain the existing



patterns of trees, vegetation, and character of private green space and open space; to encourage the elimination of billboards and inappropriate signage; to improve the appearance of the Centre Street commercial district; to create a village atmosphere which encourages an active pedestrian and street life in the Centre Street commercial district; to minimize severe traffic congestion on Centre Street; and to improve parking in the commercial district.

10. WOODBOURNE. Additional land use objectives for Woodbourne are to maintain the existing residential character and to maintain the present density of residential neighborhoods; to establish new public open space including play areas for children; to discourage isolated pockets of commercial activity; to consider designating Morton Street along the edge of Franklin Park as a Greenbelt Protection Overlay District; and to plan for orderly development and the appropriate mix of uses along Hyde Park Avenue.

SECTION 27J-8. Special Study Areas. Three areas are established as Special Study Areas because of the special vulnerability of each to development which has the potential to alter significantly and negatively the character and the pattern of land uses in the surrounding areas. In contrast to other areas within the Jamaica Plain IPOD Study Area, the essential character of these areas is not firmly established, and either the pattern of land uses already is in a state of flux or there is a significant potential for inappropriate changes to occur. In these areas, individual comprehensive planning studies are needed to identify



appropriate land uses before any new zoning regulations can be implemented. Any new development in these areas shall be subjected to careful scrutiny.

The following Special Study Areas are hereby established, and are more specifically depicted in Appendix B.

1. **EGLESTON SQUARE.** This Special Study Area is where the Jamaica Plain and Roxbury communities meet and is at the intersection of two of the City's major boulevards, Columbus Avenue and Washington Street. Since the boundary between the Roxbury and Jamaica Plain IPODs bisects Egleston Square, projects or planning proposals arising in Egleston Square shall be reviewed jointly by the Egleston Square Neighborhood Task Force, the Roxbury Neighborhood Council and the Jamaica Plain Neighborhood Council. The boundaries of the Study Area will be developed during the study period with the Egleston Square Neighborhood Task Force, and the Roxbury and Jamaica Plain Neighborhood Councils. The demolition of the old MBTA elevated Orange Line and the redevelopment of key publicly owned parcels provide significant opportunities to create a new vision for the Square.
2. **SOUTHWEST CORRIDOR.** This Special Study Area extends from Jackson Square to Forest Hills and includes Jamaica Plain's manufacturing district. The MBTA's new Orange Line, with four stations, stretches the entire length of this Study Area. There are three subareas that are in transition in the Southwest Corridor Special Study area: the fourteen acre site at Jackson Square being studied for light manufacturing by EDIC and the Jackson Square Development Committee, the transitional Brookside/Union Avenue/Stoneybrook area, where housing is proposed in an existing



manufacturing district and where present uses often differ from existing zoning, and the eighteen acre MBTA yard at Forest Hills. Comprehensive planning to be conducted during the interim planning period for this area will consider the future appropriate mix of uses, buffering between conflicting land uses, the appropriateness of a new light manufacturing district for this area and the impact of this district on the surrounding neighborhoods.

3. WASHINGTON STREET. Washington Street is the subject of an extensive planning and design initiative being undertaken by the Massachusetts Bay Transportation Authority (MBTA), the City of Boston Transportation Department (BTD), and the Boston Redevelopment Authority (BRA). The MBTA's primary interest is to design and reconstruct the street, once the elevated is dismantled, in a manner consistent with the Washington Street Corridor replacement transit options; the BTD's primary interest is to design and reconstruct Washington Street in a manner consistent with city standards and to facilitate the safe and orderly flow of traffic. The BRA will work with the Jamaica Plain Zoning Committee and Neighborhood Council to develop new zoning controls that reflect the aspirations of the communities through which Washington Street passes.

SECTION 27J-9. Boulevard Planning Districts. Major arterials and cross streets that serve as primary access to all of the community and that contain uses that provide services to the community are designated as Boulevard Planning Districts (BPDs). Planning in these districts is necessary to protect their visual coherence and importance to the economy and the transportation system of the community.





Analyses required to formulate new zoning regulations for the BPDs shall be accomplished through special studies conducted by the Boston Redevelopment Authority with assistance from the Jamaica Plain Neighborhood Council, and the Jamaica Plain Zoning Committee. The purposes of the revised zoning will be to:

- (a) protect and promote the BPDs as gateways to the community where appropriate, and as mixed-use commercial centers;
- (b) encourage a mix of uses that promotes and sustains economic viability and residential stability by providing employment opportunities, services for residents and visitors, and affordable and market-rate housing;
- (c) preserve open space and historic structures;
- (d) address transportation and parking problems and identify appropriate sites for neighborhood public parking within commercial areas;
- (e) establish design guidelines and signage controls to enhance the aesthetic character and economic viability of the BPDs; and
- (f) encourage development of bicycle and pedestrian paths and amenities.

Any Proposed Project within a BPD will be reviewed according to the land use objectives of the subdistrict within which the project is located and according to the objectives for the BPD that are formulated during the interim planning period. The Jamaica Plain IPOD Study Area includes the following BPDs, the boundaries of which are depicted in Appendix C:

- a. Amory Street
- b. Centre Street
- c. Green Street
- d. Hyde Park Avenue
- e. Jamaicaway/Arborway
- f. Lamartine Street
- g. South Huntington Avenue



- h. South Street
- i. Washington Street

SECTION 27J-10. Neighborhood Business Districts. In Jamaica Plain, most retail commercial uses occur along the two primary arteries, Centre Street and Washington Street. Along these streets, there are five principal nodes of the most concentrated retail uses containing neighborhood service stores, local businesses, and small commercial uses which serve the local residents. These nodes are the historic commercial centers of Jamaica Plain and have the most potential to become more pedestrian-oriented. Planning for these nodes, or Neighborhood Business Districts (NBDs), is necessary to define the proper boundaries of these areas, to protect the integrity and viability of these areas, to prevent the decline of neighborhood services and its associated job loss, to address the problems of insufficient parking, difficult pedestrian and vehicular circulation, inappropriate signage, and insufficient pedestrian amenities, and to improve the streetscape appearance.

The Jamaica Plain IPOD Study Area includes the following Neighborhood Business Districts to be examined in conjunction with the Boulevard Planning District studies:

- a. Hyde Square
- b. Centre Street/Monument
- c. South Street
- d. Forest Hills
- e. Egleston Square



SECTION 27J-11. Interim Height Standards. Proposed Projects within the Jamaica Plain IPOD Study Area are governed by the interim height standards set forth in Table 1 of this section.

Table 1  
Jamaica Plain Interim Planning Overlay District  
Interim Height Standards

<u>Existing Underlying Zoning Designation</u>	<u>Underlying Zoning Height Controls</u>		<u>Interim Height Standards</u>	
	<u>Stories</u>	<u>Feet</u>	<u>Stories</u>	<u>Feet</u>
S-.3	2 1/2	35	2 1/2	35
S-.5	2 1/2	35	2 1/2	35
R-.5	2 1/2*	35	2 1/2*	35
R-.8	3	35	3	35
H-1	none	none	3	35
H-2	none	none	4	40
L-.5	2 1/2	35	2 1/2	35
L-1	3	35	3	35
B-1	3	40	3	40
B-2	none	none	3	40
M-1	2 1/2	35	2 1/2	35
M-2	none	none	2 1/2	35
M-4	none	none	2 1/2	35
I-2	none	none	2 1/2	35

\* or 2, for any dwelling other than 1 or 2-family detached.

SECTION 27J-12. Interim Parking Controls. Within the Jamaica Plain IPOD Study Area, the following interim parking controls apply to any Proposed Project



that includes a use included in Table A of Section 8-7 under Use Item Nos. 1, 1A, 2, 3, 4, 5, 6, 7, 7A, 7B, 8, 8A, 9, 10, 11, 12, 13, 13A, 14, or 15:

1. For any newly created dwelling unit(s) the following off-street parking formula applies unless otherwise provided by this section:

<u>Gross Floor Area of Dwelling Unit</u>	<u>Off-Street Parking Spaces Required for Each Unit</u>
less than 800 sq.ft.	1.50
800-1,200 sq.ft.	1.75
over 1,200 sq.ft.	2.00

2. Off-street parking facilities shall be provided at a ratio of 1.0 off-street parking space for each dwelling unit that is developed under an approved city, state, or federal program for Affordable housing and rented or sold to a Low- or Moderate-Income Household.
3. Proposed Projects for elderly persons of low income shall provide 0.2 off-street parking space per dwelling unit if such housing project is constructed under the c.121B of the Massachusetts Laws or the United States Housing Act of 1937, as amended.

SECTION 27J-13. Institutional Master Plan. A Proposed Project which includes an institutional use within the Jamaica Plain IPOD Study Area shall be granted an Interim Planning Permit only if such Proposed Project is in conformity with an approved Institutional Master Plan pursuant to this section. For the purposes of this section, an institutional use is defined as any use included in Section 8-7, Table A, Use Item Numbers 11, 12, 13, 13A, 14, 16A, 18, 20, 20A, 22, 23, 24, and 25.





1. An Institutional Master Plan shall project at least five years into the future and at a minimum shall contain the following: a statement of the Applicant's present and future needs for academic, service, research, housing, patient care, and parking facilities, and a description of the uses, scale, and character of proposed or potential development.
2. An Institutional Master Plan shall include a Parking Management and Mitigation Plan which shall be updated annually.
3. Specific elements to be included in an Institutional Master Plan shall be determined through a scoping process by the Boston Redevelopment Authority and the community which identifies the issues related to a Proposed Project.
4. Within five (5) days after submission of the Applicant's Institutional Master Plan (IMP) to the Boston Redevelopment Authority, the Boston Redevelopment Authority shall: (a) transmit a copy of the IMP to the Jamaica Plain Neighborhood Council; (b) publish notice of such submission in one or more newspapers of general circulation in the city, such notice to state the name of the Applicant and the street address of the Proposed Project (or other information sufficient to identify its location); and (c) make copies of the IMP available for review by the public. Within thirty (30) days of such notice, public comments, including the comments of public agencies, shall be transmitted in writing to the Boston Redevelopment Authority. The Jamaica Plain Neighborhood Council shall hold a public meeting to allow public review and comment on the IMP within thirty (30) days of the first publication of notice of submission to the Jamaica Plain



Neighborhood Council. Within forty-five (45) days of publication of such notice, the Jamaica Plain Neighborhood Council shall recommend that the Boston Redevelopment Authority approve the IMP, conditionally approve the IMP, or disapprove the IMP. If the Jamaica Plain Neighborhood Council has not held a public meeting within thirty (30) days of publication of such notice or made its recommendation within forty-five (45) days of publication of such notice, the Boston Redevelopment Authority may render its decision without such meeting having been held or such recommendation having been made.

Based on public comments, the Jamaica Plain Neighborhood Council's recommendation, and the Boston Redevelopment Authority's review of the Applicant's IMP, the Boston Redevelopment Authority after public hearing either shall approve the IMP, conditionally approve the IMP, or disapprove the IMP. The Boston Redevelopment Authority shall not approve the Applicant's IMP unless the Boston Redevelopment Authority finds: (a) that the IMP conforms to the general plan for the City as a whole; and (b) that, on balance, nothing in the IMP will be injurious to the neighborhood or otherwise detrimental to the public welfare. The Board of Appeal shall not grant an Interim Planning Permit and the Building Commissioner shall not grant a building, use or occupancy permit for a Proposed Project which includes an Institutional Use unless the Director of the Boston Redevelopment Authority has issued a certification that such Proposed Project is in conformity with an IMP approved pursuant to this Section.



SECTION 27J-14. Transportation Master Plan. A Transportation Master Plan for the Jamaica Plain IPOD Study Area shall be developed by the Boston Redevelopment Authority, working in conjunction with the Boston Transportation Department, the Jamaica Plain Neighborhood Council, and the Jamaica Plain Zoning Committee, and shall include the following:

1. Determination of off-street parking requirements for all Proposed Projects which include residential and/or commercial uses.
2. Specification of parking and access controls to be implemented in commercial areas.
3. Identification of appropriate sites for commercial parking within commercial areas.
4. Analysis of public transit access locations relative to siting and size of any potential or actual Proposed Project.
5. Determination by the Boston Transportation Department of specified truck routes that avoid residential streets.

SECTION 27J-15. Transportation Access Plan. A Transportation Access Plan is required of any Applicant seeking a building permit for any Proposed Project exceeding 50,000 square feet, any Proposed Project that includes retail use in excess of 25,000 square feet, or any Proposed Project that includes a Residential Use and comprises twenty-four (24) or more dwelling units. The Plan shall consist of impact assessment, mitigation, and monitoring components as follows:



1. The impact assessment component shall identify and evaluate the impact of the Proposed Project on the city's transportation network.
2. The mitigation component shall propose measures to minimize the transportation-related impact of the Proposed Project.
3. The monitoring component shall describe provisions for periodic re-evaluation of the effectiveness of proposed mitigation measures.

SECTION 27J-16. Light Manufacturing Zoning District. During the interim planning period, application of the Light Manufacturing district shall be considered by the Boston Redevelopment Authority, the Economic Development and Industrial Corporation of Boston, the Jamaica Plain Neighborhood Council, and the Jamaica Plain Zoning Committee. The district, if designated by the Zoning Commission, would provide for a limited number of allowed light manufacturing uses compatible with adjacent residential areas, which uses will provide job opportunities for the community. Portions of existing Restricted Manufacturing districts, M-1 and M-2 districts, and General Industrial districts, I-2 districts, as well as other areas, may be mapped as Light Manufacturing districts where it is desirable to retain such uses.

SECTION 27J-17. Open Space Plan. During the interim planning period, an Open Space Plan shall be developed by the Boston Redevelopment Authority, in conjunction with the Jamaica Plain Neighborhood Council and the Jamaica Plain Zoning Committee, to accompany revised zoning and to guide future development. The Open Space Plan will emphasize historic, geographic, and functional links to





historic Jamaica Plain, to activity nodes within Jamaica Plain, and to the existing open space and park system. The Open Space Plan also shall identify appropriate locations and opportunities for new open space sites in Jamaica Plain.

SECTION 27J-18. Design Guidelines. During the interim planning period, design guidelines shall be developed by the Jamaica Plain Neighborhood Council, the Jamaica Plain Zoning Committee and the Boston Redevelopment Authority. The purpose of these guidelines will be to promote residential and commercial neighborhood design for future development that will enhance the urban design of the community and reinforce the positive scale, character, massing, and architectural elements that exist in the Jamaica Plain IPOD Study Area. Design guidelines shall, at a minimum, address building design, open space and landscaping, security, historic structures and signage, and within the Boulevard Planning Districts, any additional elements specific to those areas.

SECTION 27J-19. Standards for Issuance of Interim Planning Permit. The Board of Appeal shall grant an Interim Planning Permit only if it finds that: (a) the benefits to the community outweigh the burdens imposed; and (b) the Proposed Project is in substantial accord with the following:

1. The land use objectives of Section 27J-7;
2. The planning studies conducted pursuant to Sections 27J-8, 27J-9, and 27J-10;
3. The interim height standards set forth in Section 27J-11;
4. The interim parking controls set forth in Section 27J-12;
5. The institutional master plan requirements set forth in Section 27J-13;
6. The transportation access plan requirements set forth in Section 27J-15; and
7. Any other provision of this article.



In issuing an Interim Planning Permit, the Board of Appeal shall provide in its written decision specific reasons why the Proposed Project is in substantial accord with the above standards.

SECTION 27J-20. Enforcement. The Building Commissioner shall not issue a building, demolition, or use permit for any Proposed Project subject to the provisions of this article, other than those exempt pursuant to Section 27J-5, unless the Board of Appeal has approved an Interim Planning Permit for the Proposed Project in accordance with Section 27J-19 and Section 27-3.

SECTION 27J-21. Sunset Provision; Subsequent Amendments. This article shall be in effect for twenty-four (24) months from the effective date of this amendment, unless otherwise extended pursuant to Section 27-2. While in effect, this article or portions of this article may be repealed or superseded by subsequent amendments to this article or by amendments to the Underlying Zoning as to which notice of a public hearing before the Zoning Commission is published after the effective date of this article. Upon expiration of the period for which this article is in effect, Underlying Zoning, as amended, alone shall constitute the zoning regulations for the area governed by this article.

SECTION 27J-22. Timetable for Rezoning. Submission of proposed zoning changes by the Boston Redevelopment Authority to the Zoning Commission shall be completed within twenty-two (22) months from the enactment of the Jamaica Plain IPOD, and notice of the Zoning Commission hearing on any petition to adopt proposed zoning changes shall be published within twenty-four (24)



months of the enactment of the Jamaica Plain IPOD; provided, failure of the Boston Redevelopment Authority to submit proposed zoning changes to the Zoning Commission within twenty-two (22) months shall not invalidate any provision of the Jamaica Plain IPOD or Underlying Zoning.

SECTION 27J-23. Regulations. The Boston Redevelopment Authority may promulgate regulations to administer this article.

SECTION 27J-24. Severability. The provisions of this article are severable, and if any such provision or provisions shall be held invalid by any decision of any court of competent jurisdiction, such decision shall not impair or otherwise affect any other provision of this article.



## JAMAICA PLAIN

## SUB-DISTRICTS



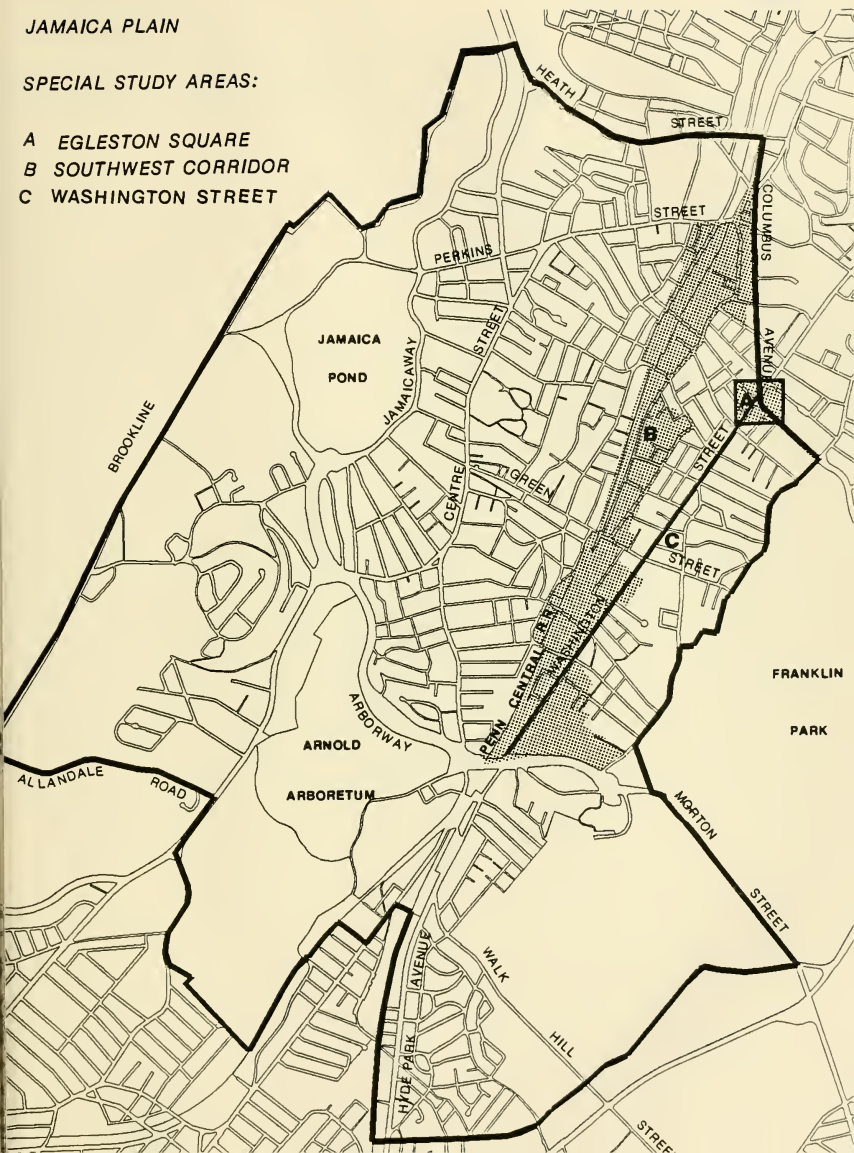




## JAMAICA PLAIN

## SPECIAL STUDY AREAS:

- A EGLESTON SQUARE
- B SOUTHWEST CORRIDOR
- C WASHINGTON STREET





## JAMAICA PLAIN

## BOULEVARD PLANNING DISTRICTS





# JAMAICA PLAIN

## NEIGHBORHOOD BUSINESS DISTRICTS







# JAMAICA PLAIN

## GREENBELT PROTECTION OVERLAY DISTRICT



EXISTING GPOD



GPOD STUDY AREAS







# JAMAICA PLAIN

## Existing Zoning





6. Interim Height Standards:

35' or 40' in every zoning district. Six districts with no existing underlying height controls are given interim height standard as follows:

<u>District</u>	<u>Stories</u>	<u>Feet</u>
H-1	3	35
H-2	4	40
B-2	3	40
M-2	2-1/2	35
M-4	2-1/2	35
I-2	2-1/2	35

7. Interim Parking Controls:

New off-street parking formula for newly-created residential units is as follows:

<u>Floor Area of Dwelling Unit</u>	<u>Off-Street Parking Spaces Required for Each Unit</u>
Up to 800 sq.ft.	1.50
801 to 1,200 sq.ft.	1.75
Over 1,200 sq.ft.	2.00

Low-Moderate Income Housing requires 1 space per dwelling unit

Low Income Elderly Housing requires .2 space per dwelling unit

8. The IPOD calls for the following plans to be developed during the interim period:

Institutional Master Plan  
Transportation Master Plan  
Transportation Access Plan  
Light Manufacturing Zoning District  
Open Space Plan  
Design Guidelines



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